

# ENGINEERS ON BIG ROADS READY TO STRIKE

## NOTICE OF A STRIKE TO-MORROW OR SUNDAY GIVEN TO RAILROADS

Unparalleled Calamity in Railroading Threatened in Letter Sent by Chief Stone To-Day to Managers of Fifty Eastern Roads

TIME LIMIT FOR ANSWER IS SET FOR MONDAY NEXT.

After That the Men Will Leave Their Trains Wherever They Are on Two Hours' Notice.

Grand Chief Stone of the Brotherhood of Locomotive Engineers served an ultimatum to-day upon the Board of Railroad Managers controlling the fifty railroads east of Chicago and north of the Norfolk and Western in Virginia, giving warning that if the railroads did not recede from their flat refusal to consider the Brotherhood's demands before Monday next 25,700 engineers would leave their locomotives on two hours' notice.

Every wheel on all of the fifty railroads would be tied up at the single word from him, the Brotherhood Chief threatened.

When J. C. Stuart, chairman of the Board of Railroad Managers, was asked by an Evening World reporter what answer the board would send to the engineers' ultimatum he said significantly:

"The members of the Board of Managers departed to their homes in the West last night. Consequently I have no answer to give."

It was learned by The Evening World on unquestioned authority that unless real concession and a complete reversal of their position is made by the Board of Managers the most calamitous strike in the history of railroading would be called some time before Sunday night—probably on Saturday night. Stone will merely wait until the engineers' committee men have been in conference at the Broadway Central for the last two weeks have time to reach their homes before giving the word.

**GETS PLEDGE OF SUPPORT OF THE FIREMEN.**

It can also be said definitely that Grand Chief Stone has within the last two days received a letter from Grand Chief Carter of the Brotherhood of Locomotive Firemen and Shopmen pledging the full support and co-operation of the latter body, comprising 15,000 men. While the latter brotherhood will not strike, it will preserve union fealty by instructing its members not to work on locomotives operated by non-union engineers, and this will in effect amount to a strike in so far as it affects the railroads.

It is no secret that the Board of Managers of the railroads involved in the present crisis has been depending upon the defection of the Brotherhood of Locomotive Firemen and Shopmen from the engineers' cause, relying upon the feeling engendered by an old grudge between the two powerful unions. The assurances which Chief Stone has received from Chief Carter cut the ground from this hope of the railroads.

**LETTER GIVING NOTICE OF INTENTION TO STRIKE.**

Following is the letter sent by the Chief of Engineers:

"Broadway Central Hotel, New York, April 19.  
"Mr. J. C. Stuart, Chairman Conference Committee of Managers, Room 333, No. 10 Church street, New York:

"Dear Sir—This will acknowledge receipt of your letter of the 18th inst. Same has been placed before the Executive Committee, representing the fifty roads involved, and I am instructed to make the following reply:

"We again reaffirm our requests made under date of Jan. 22 and reaffirmed under date of March 25, because we believe they are equitable, and are something the engineers employed on the roads represented are justly entitled to. In this connection we have carefully considered that part of your letter setting forth the reasons why the companies represented by your committee cannot increase the wages of their engineers.

"We desire to call your attention to the fact that the railroad companies in the West, Northwest, Southwest and Southeast are at the present time paying their engineers approximately the same rates we are contending for here, with better working conditions than we are asking for.

**SAYS ROADS GIVE NO REASON FOR REFUSAL.**

"In your letter of March 25 and again on April 15 you place your refusal to grant the increase on the roads' inability to pay more, and offer nothing beyond the bare statement to substantiate it. Regardless of the fact that financial reports show both increased earnings and volume of business.

"On this point the public interests are exceedingly clear and better transportation, double track, interlocking and block signals, better cars, stronger track, elimination of grade crossings

## Brig.-Gen. Frederick Funston, Who Is Talked Of as Grant's Successor



**LITTLE FIGHTER WHO MAY SUCCEED GEN. F. D. GRANT**

Fred Funston, Daredevil Soldier, a Born Warrior, Afraid of Nothing.

It is as the report runs, Brig.-Gen. Frederick Funston, commander of the Department of California, is promoted to the place of the late Maj.-Gen. Frederick Dent Grant as commander of the Department of the East. New York will have an opportunity of studying at close range the "fighting" little man in Uncle Sam's army, a general who was not turned out in the polishing mill at West Point, but who jumped into the fighting from the seemingly innocuous calling of a Government botanical explorer—and made good!

Don't think for a minute that Fred Funston was the kind of botanist who trips lightly through the buttercup fields with a specimen book under one arm and a neat little box under the other. That is another sort. The bullet-headed little Kansan was one of the hell-bent blood hunters who'd swim an Alaskan river or climb the crags of Mount McKinley with the same sangfroid that would mark his course in a New Jersey meadow.

Fred Funston, the captor of Aguinaldo and the conqueror of the Philippines, comes of a fighting family, being the son of Edward Hogue Funston, a captain in the Union Army during the civil war, and Ann Elizabeth Mitchell Funston, a descendant of Daniel Boone. The elder Funston served three terms in Congress, was for many years a Kansas legislator and Speaker of the House.

**WENT TO MEXICO WHEN A BOY AND PICKED UP SPANISH.**

The son of this hardy Kansan left his father's farm in his teens and went to Mexico. There he picked up Spanish and sufficient American dollars to come back home and enter the Kansas State University in his early twenties. He alternated for several years between the cluttered halls of learning and the great outdoors, earning outdoors the wherewithal to keep him at his books indoors.

First he was a train collector for the Santa Fe, then he tried his hand at reporting for a Kansas City newspaper and later he became a Government land explorer in the Dakotas and in Montana. In the terrible Death Valley of Southern California in the Alaskan wilderness, and wherever the Government thought fit to send him in quest of rare and unique scientific data.

In 1892 the Government sent him to Alaska to botanize along the coast, and in 1898 he was instructed to continue his researches down the Yukon and up the Porcupine Rivers, spending most of the winter at Rampart House, under the Arctic Circle.

After his return from Alaska in 1894 he took it into his head to invade the tropics and get rid of the chill that had penetrated his bones in the Arctic Circle. He established a coffee plantation in Central America, then put in a year as assistant auditor of the Santa Fe. This kind of thing was too tame for one of his blood and he escaped to Cuba on the Dauntless. He went ostensibly as a correspondent for the Kansas Weekly, but he told his friends that he was going to fight, to take up a branch of endeavor he was built for. Then the Cuban cause had a strong appeal for him.

And the little Kansan got plenty of tingency that might arise through the intervention of the United States Government should not be stopped or disturbed in their operation. He replied that the Brotherhood had taken cognizance of the situation and had determined that if engineer strike-breakers are put at the throttle on main trains there will be no interference with them. The Brotherhood will not tolerate the possibility of any such action being taken by President Taft as President Cleveland followed in the great strike of 1891. All of the delegates to the engineers' conference united in saying that no violence will be tolerated by the union engineers in the event of a strike. Nothing but moral suasion will be used in an effort to prevent strike-breakers from filling the places of the absent engineers.

"It is a fact, and the railroads know it," said one of the committee men, "that the railroads could not possibly get together a sufficient number of engineers outside of the Brotherhood to run one-tenth of their engines. We do not have to use much moral suasion over possible strike-breakers because there cannot possibly be many strike-breakers."

**WILL NOT INCITE INTERFERENCE BY U. S. OFFICIALS.**

Stone was asked if the committee of engineers had considered the con-

SWIMMING THE MOLOLOS RIVER.

GEN. FRED'K. FUNSTON

**FIRE THE FIRST DYNAMITE GUN IN WAR.**

While in Cuba Funston fired the first dynamite gun ever used in actual warfare, with only the printed directions of the gunmakers to guide him. He didn't know as much about artillery as he did about a sulky plough, but he made a stab at it, and when a chunk of the Spanish fortifications caved in he was as happy in the task of destruction as a child with a new toy. And through all that Cuban campaign he was as fearless a daredevil fighter as the most perfervid of the Cuban patriots.

**REFUSED TO WEAR HIS COLONEL'S UNIFORM.**

While in Tampa, William Allen White tells, Funston would not wear his colonel's uniform. He went about in the linen clothes of a civilian. When some one asked why he did not put on his uniform, he replied: "Now I'd look pretty, wouldn't I, trotting up and down in a colonel's uniform? I guess here are sure-enough soldiers—men who have fought their way up from the line in the regular army, who have been in the civil war and in a score of Indian campaigns, who have the right to wear only a captain's or at most a major's uniform. Wouldn't I be a daisy, letting men like that salute me as a colonel? Well, I guess not—not without stimulants, anyhow!"

He scamped a out in his unadorned clothes, and jeered at what he called the livery-clad braggards who did not know four right from balance all. It was as a colonel of Volunteers that Fred Funston went to the Philippines with his Kansas regiment in 1899 and judging from the cabled dispatches after his arrival there wherever there was fighting there was the little Kansan and his superior riflemen. He returned from Manila after a year's fighting and was made a Brigadier-General of volunteers. Then he went back again in November, 1900, captured Aguinaldo and put down the insurrection, and for this he was made a Brigadier-General of the regular army.

**HOW HE CAPTURED THE HEAD OF THE INSURGENTS.**

In the course of that Philippine campaign the commander of the Fighting Twentieth Kansas picked his life as many times as he had hairs in his head. There seemed to be no human chance that he didn't take. He planned and carried out the capture of Aguinaldo without assistance from any official source. He disguised his force as insurgents and himself as a captive private and by means of this ruse surrounded and captured the insurgent leader with very little bloodshed. He accomplished in a very short space of time what all his superiors failed in and Gen. MacArthur, in command of the Philippine forces gave him full credit for his achievement.

Funston had won his fame as a soldier and been rewarded with a brigadier command in the regular army when he met and married Miss Mary Blankart, a school teacher much admired for her beauty in San Francisco. The little General devoted only two weeks to his courtship before the coming of Miss Blankart surrendered.

**CAPTURE OF AGUINALDO**

**MILITARY AVIATOR KILLED.**

Lieut. Avray of the French Army Lost Control of Aeroplane.

PARIS, April 19.—While cruising in a military aeroplane near Verdun to-day Lieut. Delaville Avray of the army aviation corps lost control of his machine. It capsize and he was thrown out and instantly killed.

**\$10,000 for Husband's Loss.**

Mrs. Edward T. Cody, widow of a newspaper reporter who was run over and killed, Oct. 2, by a wagon owned by Julius Broday of No. 7 Chester street, Brooklyn, was awarded damages of \$10,000 by a jury in the Supreme Court, Brooklyn, to-day. Her counsel, Bruce R. Duncan had told the jury that Mrs. Cody was left dependent with two small children.

**Harris' Theatre Dark To-Night.**

The Hudson Theatre and the Harris Theatre will be closed to-night because of the death of Henry B. Harris in the wreck of the Titanic.

## NEW YORKER WINS BOSTON MARATHON IN RECORD TIME

Mike Ryan of Irish-American

A. C. Runs Distance in 2

Hrs. 21 Min. 18-4-5 Sec.

BOSTON, Mass., April 19.—Over roads that were of an ankle-deep in mud and under other unfavorable conditions, Mike Ryan, star of the Irish American Athletic Club, New York, winning the sixteenth American Marathon here this afternoon, hung up a new record for the classic. His time was 2 hours, 21 minutes, 18-4-5 seconds, bettered by 21-4-5 seconds, the mark established last year by Clarence De Mar, of North Dorchester, in the race in which Ryan finished ninth.

Andrew Sokolakis, the Obitown, Me., Indian, who finished second, led past Coolidge's corner and well toward the tape but by a great burst of speed near the finish, Ryan overtook and passed him, winning by a comfortable margin. E. J. Madden, of North Dorchester A. A., was third. The others finished as follows: Joseph J. Silva, South Boston A. A., fourth; Fritz Carlson, Minneapolis, fifth; Henry P. Jensen, Pastime A. C., New York, sixth; Edward Polos, National A. A., Montreal, seventh; R. F. Pigott, eighth and William Galvin, Yonkers, N. Y., ninth.

Ryan's triumph this afternoon did not come as a great surprise to his Gotham admirers, as for several years he has been a consistent long distance performer. His victory, and particularly the fact that he established a new record for the Boston race, make him the most promising candidate to bear the American colors in the Marathon at Stockholm this summer.

Ryan's first big performance over the Marathon distance was in May, 1910, when he established a new Canadian record by winning the Canadian annual at Hamilton, Ont. In May last year he finished second in the Polytechnic Harriers' Marathon in London and ninth in the Boston classic.

Like Johnnie Hayes and other star long distance men, Ryan is small in stature.

**Horse Kills Self on Runway Gate.**

A horse, driven by Harry Stern of No. 194 Georgia street, Williamsburg, and attached to a newspaper delivery wagon, took fright in the middle of the Williamsburg Bridge to-day and ran away. The gate at the New York end was closed, and the horse crashed into it, killing himself. Stern was uninjured.

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## WALL STREET

The course of prices in the stock market to-day was mostly reactionary. Opening slightly lower the list saw a downward movement in the morning hours with very little change in prices. Professional traders began unloading shares in fairly large volume in the afternoon, which was responsible in bringing Steel, Union Pacific, Reading and New York Central about 1 point below the initial range.

**The Closing Prices.**

To-day's highest, lowest and last prices of stocks and of net changes as compared with yesterday's final figures are as follows:

Am. Tel. & Tel. Co.	140 1/2	140 1/2	140 1/2	140 1/2
Am. Tobacco	42 1/2	42 1/2	42 1/2	42 1/2
Am. Sugar	10 1/2	10 1/2	10 1/2	10 1/2
Am. Cotton Oil	22 1/2	22 1/2	22 1/2	22 1/2
Am. Steel	84 1/2	84 1/2	84 1/2	84 1/2
Am. Lumber	10 1/2	10 1/2	10 1/2	10 1/2
Am. Paper	10 1/2	10 1/2	10 1/2	10 1/2
Am. Glass	10 1/2	10 1/2	10 1/2	10 1/2
Am. Rubber	10 1/2	10 1/2	10 1/2	10 1/2
Am. Leather	10 1/2	10 1/2	10 1/2	10 1/2
Am. Wool	10 1/2	10 1/2	10 1/2	10 1/2
Am. Silk	10 1/2	10 1/2	10 1/2	10 1/2
Am. Cotton	10 1/2	10 1/2	10 1/2	10 1/2
Am. Woolen	10 1/2	10 1/2	10 1/2	10 1/2
Am. Linen	10 1/2	10 1/2	10 1/2	10 1/2
Am. Rayon	10 1/2	10 1/2	10 1/2	10 1/2
Am. Paper	10 1/2	10 1/2	10 1/2	10 1/2
Am. Glass	10 1/2	10 1/2	10 1/2	10 1/2
Am. Rubber	10 1/2	10 1/2	10 1/2	10 1/2
Am. Leather	10 1/2	10 1/2	10 1/2	10 1/2
Am. Wool	10 1/2	10 1/2	10 1/2	10 1/2
Am. Silk	10 1/2	10 1/2	10 1/2	10 1/2
Am. Cotton	10 1/2	10 1/2	10 1/2	10 1/2
Am. Woolen	10 1/2	10 1/2	10 1/2	10 1/2
Am. Linen	10 1/2	10 1/2	10 1/2	10 1/2
Am. Rayon	10 1/2	10 1/2	10 1/2	10 1/2

## James McCreery & Co.

23rd Street 34th Street

UNUSUAL SALE  
SOROSIS SHOES

On Saturday, April the 20th.

Women's Sorosis One Eyelet Ties and Walking Pumps,—two of the latest and most attractive models.

Made of Tan Russian Calf, Gun Metal, Dull Kid, Suede, Patent Leather and White Buckskin.

3.50 per pair  
value 5.00

On Saturday, April the 20th.

**MEN'S HABERDASHERY.** In Both Stores.

600 Raincoats,—English models, of Gray Mixed Tweeds with velvet or self collar, also single or double Tan Texture Cloth. values 18.00 and 20.00. 12.00

150 dozen Shirts,—made of All Silk and Silk Mixtures in neat stripes. values 3.50 and 4.00. 2.45

300 dozen Scarfs, of Imported Silks in plain and fancy colors. values 1.00 and 1.50. 65c each

**UNTRIMMED HATS.** In Both Stores.

A variety of shapes, including Hemp and Fancy Braids. 2.50 and 3.75

Ostrich Novelty Pompons and Quills in all the desirable colors. 1.75 and 2.95

**HANDKERCHIEFS.** In Both Stores.

For Men and Women.

Men's Irish Linen, hand-embroidered initial. value 3.00 1/2 doz., 2.25

Women's French Linen, hand-embroidered initial. value 1.50 1/2 doz., 1.00

Women's French Linen,—various designs and colors. value 50c, 35c each

**MISSSES' SUITS & DRESSES.** In Both Stores.

Suits,—choice models in Taffeta, Serge, Whipcord, and various mixed fabrics. Sizes 14 and 16 years. values 27.50 to 37.50. 22.50

Plain Tailored Suits of Wool Fabrics. Sizes 14 and 16 years. value 19.75 13.50

Dresses for afternoon and street wear. Made of Crepe Meteor, Crepe de Chine, Foulard and Taffeta. Attractive models. Sizes 14 and 16 years. values 18.50 to 23.50. 15.00

## James McCreery & Co.

23rd Street 34th Street

## It's What Others Say About COOPER'S NEW DISCOVERY That Counts

Don't take our word for it—Leave it to those who were sick and are now well.

The experience of the man or woman who has bought and has been benefited by this unequalled

**TONIC AND BLOOD PURIFIER**

means more, by far, than all we can say or print.

Many thousands of persons attribute their renewed vigor and health to the use of Cooper's New Discovery.

**DO YOU FEEL ALL RUN DOWN**

and worn out—not sick enough to be in bed, but too miserable to do your work as it should be done and enjoy life as you should.

It matters not whether it is due to the poor condition of your stomach, your nerves, poor, thin blood or any other cause. Cooper's New Discovery will quickly build you up, and you will eat better, feel better and sleep better.

Col. L. A. Mackintosh

Of 1631 N. 29th Street, Philadelphia, Pa. Will be seen in business circles in New York City

Says—

"It affords me much pleasure to give you my unqualified testimony of the value of your Cooper's New Discovery. I was induced to try it some time ago, and its action on me was remarkable. I have no hesitation in saying that its therapeutic value cannot be overestimated.

"I shall be pleased at all times to recommend it to my friends who may be in need of some such preparation.

"I wish you success in your efforts to relieve mankind and believe all that is needed to convince the most skeptical is a fair trial of your medicine."

Don't Delay Get a Bottle Today At All Druggists